E/ECE/324
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29 September 1999

AGREEMENT

CONCERNING THE ADOPTION OF UNIFORM TECHNICAL PRESCRIPTIONS FOR WHEELED VEHICLES, EQUIPMENT AND PARTS WHICH CAN BE FITTED AND/OR BE USED ON WHEELED VEHICLES AND THE CONDITIONS FOR RECIPROCAL RECOGNITION OF APPROVALS GRANTED ON THE BASIS OF THESE PRESCRIPTIONS *

(Revision 2, including the amendments entered into force on 16 October 1995)

Addendum 12H: Regulation No. 13-H

Corrigendum 1

Corrigendum 1 to the original version subject of Depositary Notification C.N.708.1999.TREATIES-1 dated 6 August 1999

UNIFORM PROVISIONS CONCERNING THE APPROVAL OF PASSENGER CARS WITH REGARD TO BRAKING

UNITED NATIONS

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*/ Former title of the Agreement:

Agreement Concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958.

GE.99- 23720

Paragraph 5.2.20.3., amend to read (footnote 4/ not modified):

"5.2.20.3. A continuous failure (≥ 40 ms) within the electric control transmission 4/, excluding its energy reserve shall be indicated to the driver by the red or yellow warning signal specified in paragraphs 5.2.21.1.1. and 5.2.21.1.2., respectively, as appropriate. When the prescribed service braking performance can no longer be achieved (red warning signal), failures resulting from a loss of electrical continuity (e.g. breakage, disconnection) shall be signalled to the driver as soon as they occur, and the prescribed secondary braking performance shall be fulfilled by operating the service braking control in accordance with paragraph 2.2. of annex 3 to this Regulation."

Paragraph 5.2.20.5., amend to read:

"5.2.20.5. When the battery voltage falls below a value nominated by the manufacturer at which the prescribed service braking performance can no longer be guaranteed and/or which precludes at least two independent service braking circuits from each achieving the prescribed secondary braking performance, the red warning signal specified in paragraph 5.2.21.1.1. shall be activated. After the warning signal has been activated, it shall be possible to apply the service braking control and obtain at least the secondary performance prescribed in paragraph 2.2. of annex 3 to this Regulation. It should be understood that sufficient energy is available in the energy transmission of the service braking system."